

At this Sign



FRIEND MEETS FRIEND

Your Chevrolet truck represents an investment and as such should return a profit. In order to keep this truck in perfect operating condition—in order to assure efficient and productive operation, your Chevrolet dealer's service specialists stand ready to meet your service needs.

Chevrolet-trained mechanics take your truck in hand. They work with Chevrolet-designed tools in order that factory accuracy is assured. Only Genuine Chevrolet Parts are used, thus assuring a continuation of factory standards of precision and materials. In short, your Chevrolet dealer's whole operation is directed toward giving you fast, efficient service with a minimum of idle equipment time.

Decide now to give your Chevrolet truck the benefit of skilled service. Your Chevrolet dealer stands ready to perform every service job, big or little, at the lowest price consistent with reliable work.

SERVICE

"The

THRIFT CARRIERS FOR THE NATION"



Owner's **MANUAL** 1942 *TRUCKS*

CHEVROLET MOTOR DIVISION

General Motors Sales Corporation

MICHIGAN

CLASSIC CAR ARCHIVE

OWNER'S MANUAL

1942

TRUCKS

SECOND EDITION

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CHEVROLET MOTOR DIVISION

GENERAL MOTORS SALES CORPORATION

DETROIT

MICHIGAN

FOREWORD

BY STANLEY L. REED

*A. A. A. Contest Board Observer,
Chevrolet Long Distance Safety and Dependability Run*

As official observer for the American Automobile Association accompanying a Chevrolet Heavy Duty Truck on its recent Long Distance Safety and Dependability Run, I was impressed more deeply than ever with the truth that truck operating economy depends largely on the care given the truck and on the driver's ability and willingness to get the most out of his truck without abusing it.

This Chevrolet truck manual tells you how to give your truck the care that operating economy requires. Herein is information that will enable you to get the most service from your truck and to prolong its life. Many extra trouble-free miles will be obtained if your truck receives the treatment that it deserves from those who operate it on the road and from those to whom it is entrusted for service and maintenance.

Bear in mind that preventive service is much less expensive than corrective service. Consistent care and frequent inspection will keep all units at their maximum efficiency and prolong new-truck performance. Never was this truth more forcibly demonstrated than on the recent Chevrolet truck test. It showed that, even after 50,000 miles capacity-load operation, under all kinds of highway and weather conditions, both the gasoline consumption and the oil consumption were as low as during the early stages of the test.

On the basis of my long years of critical observance of motor vehicle performance, I urge every truck-user who seeks economical operation to give his truck a fair chance.

Change oil regularly, using only high-grade engine oil of the correct viscosity. Inferior grades are bound to prove costly in the end.

Lubricate the chassis regularly, always checking the oil-level in the transmission and the rear axle.

Drive safely and you will drive economically. Excessive speed gains but little in minutes, but causes costly wear on the tires and on every working part of the truck.

Accelerate moderately, using each of the gear ratios in the transmission. Never start in second.

Be sure that the clutch is fully engaged before opening the throttle wide. Never slip the clutch.

Use your brakes reasonably. Let the other driver beat you to the red light while you slow down gradually, and you will find many times that traffic will be moving by the time you get there.

Do not over-load. There may be room for more cargo—but take a look at the rear springs.

Cross crossings cautiously. Steer clear of holes in the paving. Don't bump or rub the curb.

Don't slam in the gears—feel them in. Don't let in the clutch with a jerk—ease it in. Don't jump on the throttle—press down the accelerator gradually.

Your truck is not so delicate as your watch, yet its units are machined just as accurately and its working parts fit just as closely. Treat it with the consideration that is due a fine mechanism, and you will be well repaid.

THE DOOR TO FRIENDSHIP

You have purchased a new Chevrolet truck, and that purchase means a great deal to you, to your Chevrolet dealer, and to Chevrolet.

To you, it means possession of a fine truck. To your Chevrolet dealer, it means an opportunity—and an obligation—to help you realize true satisfaction with your investment. And to Chevrolet, it means a large and willing interest in maintaining your continued satisfaction, for the entire Chevrolet organization desires not merely to make sales, but also to make friends.

Our interest in you, as a Chevrolet owner, and in your truck, as a Chevrolet product, will continue during all the months and years that you drive your Chevrolet. We want to make Chevrolet ownership the most pleasant truck experience you have ever enjoyed.

We ask you to read these pages carefully. They are the key to a better and mutual understanding and will open the door of friendship between you, your Chevrolet dealer, and Chevrolet.

BREAKING-IN PERIOD

In order to maintain the high standard of performance and efficiency built into your new truck, special care should be given for the first 2000 miles as to the speed at which it is driven and also to lubrication.

To properly break in the moving parts of the truck, do not drive faster than:

35 miles per hour for the first 100 miles

45 miles per hour for the next 200 miles

50 miles per hour for the next 200 miles

Continuous high speed driving should not be attempted until the truck has been driven 2000 miles.

See that your truck is lubricated at regular intervals in accordance with the recommendations on pages 31 to 47.

The following table will indicate some of the things which should be done at regular mileage intervals to assure your receiving the maximum, not only in performance, but in economy.

Mileage	Lubri- cate Chassis *	Change Oil †	Clean Air Cleaner	Clean Spark Plugs	Cross- Change Tires	Check Shock Absorbers	Tune Engine	Com- plete Inspection By Dealer	Pack Front Wheel Bearings
500		X							
1000	X								
2000	X	X	X						
3000	X			X	X				
4000	X	X	X						
5000	X					X	X	X	
6000	X	X	X	X	X				
7000	X								
8000	X	X	X						
9000	X			X	X				
10000	X	X	X			X	X	X	X
11000	X								
12000	X	X	X	X	X				
13000	X								
14000	X	X	X						
15000	X			X	X	X	X	X	

*For complete instructions, see Chart on pages 44 to 47.

†For complete recommendations on changing oil and the proper grade of oil to use, see pages 31 to 37.

The following operations should be done as indicated:

Period	Check Battery	Check Air In Tires	Change Rear Axle Lubricant	Change Transmission Lubricant	Add Anti-Freeze	Flush Cooling System
Weekly	X	X				
Spring			X	X		X
Fall			X	X	X	X

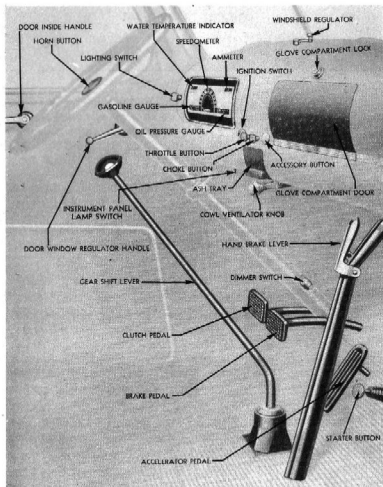


Fig. 1—Controls and Instruments

CONTROLS AND INSTRUMENTS

The first thing the driver of a new truck must do is to familiarize himself with the various controls provided for its proper handling. This does not apply to the beginner alone, as although there are many points of similarity between all trucks, there are also important differences; and it is not wise, regardless of previous experience, to drive a new truck before fully understanding what each control is for and how to use it.

DOOR LOCKS

Your truck is equipped with theft-resisting door locks. They provide protection for the truck from theft as well as protection of the occupants, as the doors can be locked from the inside as well as from the outside.

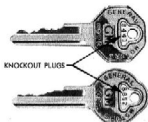


Fig. 2—Keys

To lock the truck from the inside, turn the inside locking handle on the left door and lock the right door with the key provided and close this door from the inside. To unlock the doors from the inside, turn the inside locking handle on the left door and turn the remote control handle forward.

Important: If the right door is locked and opened from the inside, it must be unlocked with the key from the outside.

In locking the truck from the outside, the inside locking handle on the left door is turned and the right door locked from the outside with the key provided.

Two keys are supplied for the door lock, which are also used in the ignition lock. There are no numbers stamped on the face of the key or on the face of the lock. The clover leaf knock out in the center has the number of the key and lock stamped on it. *It is imperative that a record of this number be made both by the dealer and the owner, to protect you in case your keys are lost.*

If the lock number is not recorded it is very difficult for the customer to obtain the correct key, as this can only be done by communicating with the Theft Bureau of the Chevrolet Motor Division, General Motors Sales Corporation, Detroit, Michigan.

After a record has been made of the key number, the clover leaf knock out in the center of the key should be pushed out and destroyed.

IGNITION LOCK

The keys supplied for the door lock are also used for unlocking and locking the ignition switch.

THROTTLE CONTROL

The opening and closing of the throttle valve in the carburetor is controlled from the driving compartment by the accelerator pedal, but it is sometimes advisable to use the throttle button on the instrument panel.

CHOKE CONTROL

When starting a cold engine, it is necessary to provide a fuel mixture richer in gasoline than is ordinarily required. The choke control button operates a device on the carburetor for enriching the fuel mixture being supplied to the engine.

The correct use of the choke is extremely important; if improperly handled it may seriously affect the life of the engine by the thinning effect on the lubricating oil of unburned gasoline leaking by the pistons.

The choke should not be used if the engine retains any heat from previous running, without first attempting to start the engine with its normal fuel mixture.

If the choke has been used excessively, causing failure to start, open the throttle to admit sufficient air to overcome the overloaded condition of the engine.

SPARK CONTROL

The spark timing of the Chevrolet engine is controlled by two engineering features, namely:

1—MANUALLY—by the Octane Selector.

For maximum economy and performance the octane selector must be advanced as far as possible without causing the engine to knock at wide open throttle. When the lower octane fuels are used, the selector should be retarded. Higher octane fuels permit more advance, resulting in a still greater economy and performance.



Fig. 3—Octane Selector

2—AUTOMATIC—by the speed of the engine, through the governor weights in the distributor and by vacuum control.

OIL PRESSURE GAUGE

This gauge on the instrument panel is an indicator only, and merely shows whether or not the oil pump is working. The pressure shown on the oil pressure gauge does not indicate the condition or quantity of oil in the crankcase.

If the gauge does not register pressure when the engine is running, stop the engine immediately and determine the cause.

AMMETER

This instrument indicates the flow of all current to and from the battery, except that taken by the starting motor. The ammeter reading is an indication of whether the battery is receiving its proper charging current from the generator. Accessories, according to installations, may or may not draw their current through the ammeter.

GASOLINE GAUGE

This truck is equipped with an electrically operated gasoline gauge which indicates the fuel supply when the ignition switch is on. The dial is illuminated by a concealed bulb to facilitate night reading.

LIGHTING CONTROL

The headlamps, parking lamps, and tail lamp are controlled by a single switch which is operated by a button of the instrument group. When this button is pulled half-way out the parking lamps and tail lamp are lighted. When it is pulled out all of the way the headlamps and tail lamp are lighted.

In addition to this switch control, the direction of the headlamp beam may be varied by pressure on the foot switch at the left of the toe board. For city driving the lighting switch should be pulled out all of the way and the foot switch should be in that position which throws the light nearest the truck. To throw the light farther ahead for driving on the open road, depress the foot switch again.

The fuse is of 30-ampere capacity. It is located on the back of the lighting switch, easily reached in case it requires replacement.

A separate instrument panel lamp switch of the slide bar type is located on the lower flange of the instrument panel slightly to the left of the ignition lock. With the switch pushed away from the steering column, light is thrown only on the ignition switch, throttle and choke control knobs and ash receiver. There is sufficient light to enable the driver to read delivery addresses. With the switch pushed toward the steering column, only the instrument cluster is lighted. With the switch in the neutral position, no lights are lit in the panel group.

ASH RECEIVER

A convenient ash receiver, located in the center of the instrument panel, is opened by pulling out on the finger grip. The ash receiver is equipped with a cigarette snuffer.

HORN BUTTON

The horn button is located at the center of the steering wheel.

WATER TEMPERATURE INDICATOR

The water temperature indicator on the instrument panel functions as a thermometer, indicating the temperature of the water in the cylinder head.

STARTING BUTTON

Pressing down on the starting button engages the starter mechanism and starts the electric motor, which cranks the engine. Since the starting motor runs off the battery and draws considerable current it should not be operated for more than 10 seconds at a time. Release the starter pedal immediately the engine starts and do not press it down a second time until the engine has come to a complete rest. Serious damage may be done to the starting motor and flywheel if this caution is not observed.

CLUTCH PEDAL

To assure maximum clutch efficiency and long life of the clutch parts, there should be $\frac{3}{4}$ to 1 inch of free pedal travel before the clutch starts to disengage.

GEAR SHIFT LEVER

By use of the gear shift lever, the transmission gears are correctly meshed to transmit power to the rear wheels in proper ratio to the work necessary under various driving conditions.

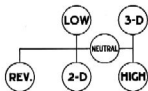


Fig. 4—Gear Shift Lever Position 4-Speed Transmission

The lever positions corresponding to the different transmission gear ratios for the 4-speed transmission are shown in Fig. 4. There are four gears or speeds forward and one reverse. Of the forward gears, first or the low first gear provides the greatest amount of power with correspondingly low truck speeds, and is there-

fore the correct gear for heavy pulls, as when getting the truck in motion, pulling up a very steep grade, or on the level through heavy sand or mud. Fourth or high gear provides the high speed driving range. Low or second and intermediate or third gears, as their names imply, provide the intermediate driving range.

In shifting into reverse position, it is first necessary to raise the finger lever on the right side of the gear shift lever.

The transmission used as regular equipment on the light delivery, $\frac{3}{4}$ ton and $\frac{3}{4}$ ton Heavy Duty models has three speeds forward and one reverse.

CLUTCH

The clutch used by the Chevrolet is of the single plate dry disc type. The clutch mechanism consists of a diaphragm spring with eighteen fingers pointing inwards, a throw-out bearing which contacts the fingers causing the release of the clutch, a clutch disc with facings and a pressure plate assembly.

When the clutch pedal is depressed, the throw-out bearing is guided along a collar until the bearing contacts the diaphragm spring fingers. This action causes the rim of the diaphragm spring and the pressure plate to move away from the clutch disc and clutch disengagement is accomplished.

The clutch throw-out bearing is of the sealed type, and is packed with a high temperature lubricant which makes further lubrication unnecessary.

The clutch bearing collar floats on a stationary sleeve which is integral with the transmission clutch gear bearing retainer.

To assure maximum clutch efficiency and long life of the clutch parts, there should be $\frac{3}{4}$ " to 1" of free pedal travel before the clutch starts to disengage.

FRONT WHEEL ALIGNMENT

To make steering easy, it is required that the front wheels should "toe-in"; that is, the distance between the center of the tread at the rear of the front tires, measured at the height of the

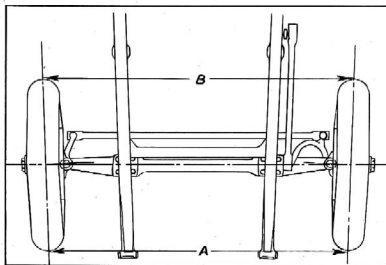


Fig. 5—Front Wheel Alignment

wheel hubs, should be from $\frac{5}{64}$ inch to $\frac{1}{8}$ inch more at the rear than at the front. This causes the wheels to grip the road better and allows the truck to hold its course without undue action on the steering mechanism, preventing undue tire wear.

By referring to Fig. 5, the distance indicated by line B—i. e., between the center of the tire at the rear of the front wheels at wheel hub height—should be from $\frac{5}{64}$ inch to $\frac{1}{8}$ inch greater than the distance indicated by line A.

The best method of checking these measurements is by use of a front wheel tramping device. Almost any good repair shop or tire station is equipped with one of these devices and will check the alignment of the wheels for you.

To decrease the distance at line "A"—loosen the adjusting clamp screws at both ends of the tie rod and turn the tie rod to the right. To increase this distance turn to the left.

After proper adjustment has been secured, be absolutely certain to fasten both adjusting clamp screws firmly, as failure to do so may result in a serious accident to the truck and occupants.

BRAKES

The service brakes are applied by means of hydraulic pressure from the main cylinder to each wheel cylinder. The emergency brake or hand brake is mechanically operated through a series of linkage and cables connected directly to the rear brake shoes.

Depressing the brake foot pedal applies the four-wheel service brakes. The hand brake lever provides a means of holding the truck when parked or getting under way on a steep up-grade.

Do not under any circumstances use other than "GM" hydraulic brake fluid, as it is the highest quality of brake fluid obtainable and its use will assure the long efficient life of all

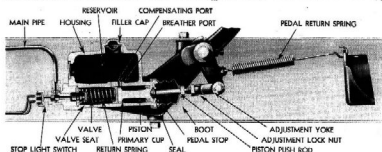


Fig. 6—Brake Main Cylinder

brake parts. The fluid level in the main cylinder should be checked periodically for proper level by your Chevrolet dealer.

These brakes have been designed and developed to give consistent and efficient service with long life under all conditions, and in order to keep them so, it is advisable that you follow these suggestions:

1st—Avoid sudden stopping, as this puts unnecessary strain on the truck.

2nd—Delay in adjusting brakes creates unnecessary repair bills.

3rd—When slowing down do not de-clutch your engine until the last moment, as the compression of the engine, on closed throttle, materially helps to slow down and stabilize the truck when stopping.

4th—Re-line brakes only with Genuine "GM" linings, as this lining has been especially developed for this particular brake. Your Chevrolet dealer for a reasonable price will exchange the old brake shoes for new shoes with new linings precision ground to fit the brake drum.

5th—Be sure that only Genuine "GM" hydraulic brake fluid is used in the system, as possible damage to the hydraulic brake parts may result through the use of inferior brake fluids.

For all normal adjustments, it is necessary only to compensate for brake lining wear. Your Chevrolet dealer has competent trained mechanics and the necessary equipment to render this service at a very nominal cost. The necessity for brake adjustment is indicated when the brake pedal goes practically to the floor pan when the brakes are applied.

VACUUM POWER BRAKES

Vacuum Power Brakes are available as extra equipment installed at the factory and are especially designed for Chevrolet Heavy-Duty Conventional and Cab-Over-Engine Trucks.

Certain maintenance operations must be performed every 10,000 miles, or six months, to assure longer life and satisfactory operation. We suggest that Vacuum Power Brake maintenance operations be performed by your Chevrolet Dealer who has proper facilities for this service.

TWO-SPEED AXLE

This axle is intended primarily for such operations as logging, dump trucks, semi-trailers and the hauling of extremely heavy loads in hilly country. The use of a two-speed axle in

these types of service permits smoother starting, quicker pick-up and greater pulling ability.

Easy operation of the shifter mechanism is a feature of this two-speed axle. The auxiliary shift lever is located to the right of the transmission gear shift lever and is connected to the shifter lever on the differential carrier case by a rod and cable linkage. When the auxiliary gear shift lever is in the extreme forward position, the two-speed rear axle is in high gear ratio.

To shift from high to the low gear ratio, it is only necessary to declutch and pull the auxiliary gear shift lever to the extreme rear position and then take the foot off the clutch pedal. To shift from low to high gear, simply declutch and push auxiliary gear shift lever to the extreme forward position.



Fig. 7—Two-Speed Axle

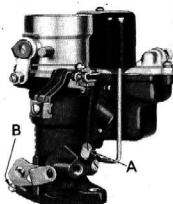


Fig. 8 Carburetor Adjustment

CARBURETOR

The carburetors are carefully tested and adjusted to the engine before leaving the factory. Too often adjustments are made to the carburetor when, in reality, something else is causing uneven running or the engine has not thoroughly warmed up.

There are two adjustments on the carburetor, one for idling mixture and the other for idling speed. Both of these adjustments should be made together.

To adjust the idling mixture, proceed as follows: Open the idle adjusting screw "A,"

Figure 8, from 1 to 2 turns open. Let engine idle. Try turning screw both ways from this position until the best results are obtained.

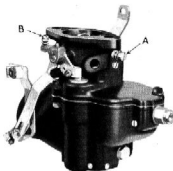
To adjust for idling speed, proceed as follows: With the hand throttle on the instrument panel closed, set the throttle lever stop screw "B," Figure 8, so that the engine runs at approximately 400 revolutions per minute. If the engine runs too fast,

back the screw out; if too slow, turn it until the proper speed is obtained.

CARBURETOR Cab-Over-Engine

The carburetor used on the C. O. E. Trucks is the updraft type.

To adjust the idle on the C. O. E. Carburetor, set the throttle stop screw, "B," so motor runs at 300 to 375 R.P.M. Then set the idle adjustment screw, "A," so motor fires evenly. Correct setting will be found between $1\frac{1}{2}$ to $1\frac{1}{2}$ turns open.



*Fig. 9—Carburetor Adjustment
(Cab-Over-Engine)*

AIR CLEANER

The air taken into the carburetor to mix with the fuel is thoroughly cleaned in passing through the combined air cleaner and flame arrester mounted on the top of the carburetor at the air intake.

Cleaning of the air is accomplished by a pad of woven fibre, through which the incoming air passes, depositing all particles of dust, dirt and grit on its oil covered edges. This woven fibre pad also quenches any flame that may be caused by backfire through the carburetor.



Fig. 10—Air Cleaner

Under ordinary conditions where the car is driven on pavement or surfaced roads, the air cleaner should be removed every 2000 miles and the dirt that has collected on the fibre pad cleaned out. This is done by removing the top cover and felt pad from the air cleaner, and slushing the cleaner element of the air cleaner in gasoline and then letting it drain and dry. After it is thoroughly cleaned in gasoline, the fibre pad should be dipped in new motor oil and again drained, after which it is assembled to the air cleaner.

Under extreme conditions where the truck is operating on gravel or dusty roads all the time, this cleaning operation must be done at more frequent intervals.

For service and special equipment, a heavy duty air cleaner is available, designed for direct attachment to the carburetor. This cleaner is suitable for operating in extremely dusty conditions, and is quickly interchanged with the air cleaner installed as standard equipment, and will not affect the power and economy in any way. Oil of not less than S. A. E. 50 viscosity **MUST** be used in summer and lighter grades in winter and the level must be maintained. One pint of this oil will fill the cleaner to its proper level.



Fig. 11—Heavy Duty Air Cleaner

Servicing of this cleaner, an important operation, must be performed as follows:

Remove the air cleaner from the carburetor. Remove the wing nut from the top and remove the cover. Remove the filter element assembly. *Caution: Do not pry this part loose if it sticks. It must be removed by hand because you may damage the filter element flange, which must lie flat against the body to insure a tight seat at this point to prevent air leaks when the cover is assembled.*

Empty the oil out of the cleaner and clean out all accumulated dirt. Wash body with clean gasoline and wipe dry. Wash filter element by slushing up and down in clean gasoline. Dry thoroughly, either with an air hose or by letting it stand until dry. Fill the body of the cleaner with one pint of oil of not less than S.A.E. 50 viscosity in summer and lighter grades in winter. It is not necessary to re-oil the filter element as this is done automatically when the truck is driven.

Reassemble the filter element to the body of the cleaner, being sure that the flange is set flat against the top flange of the body. Reassemble the cover, making sure that the gasket is clean and in good condition over its entire surface, so that a tight seat is obtained. Put on wing nut.

Reassemble the cleaner to the carburetor. The cleaner must be put on tight and set down so that the felt pad rests against the carburetor to assure a good seat. Tighten clamp.

The periods at which this procedure must be followed will vary greatly according to the particular conditions under which the car is operating. Experience will tell what this period may be.

COOLING SYSTEM

The function of the cooling system is to keep the engine at its most efficient operating temperature under all driving conditions.

Chevrolet's cooling system is effective, because Chevrolet's engine design provides large water passages around the cylinder walls, spark plugs and exhaust valves. Because the flow of the water is not restricted at any point, the engine does not develop any "hot spots." The thermostat, located in the water outlet housing, should not be removed during the summer.

The water pump circulates the water in the cooling system. It is a self contained unit, of the self-adjusting, centrifugal type with a capacity sufficient to take care of the cooling needs of the Chevrolet engine. This water pump does not require any lubrication.

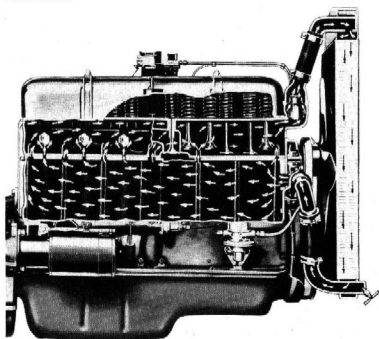


Fig. 12—Water Flow Through Engine

Intelligent care and the proper servicing of the cooling system are necessary to maintain its maximum efficiency.

The entire circulating system should be thoroughly flushed out at regular intervals. This can be accomplished with any of the several types of radiator-flushers available. It will be found that the systems employing the reverse method of flushing will prove most efficient.

When draining the cooling system, open the drain cock at the bottom of the radiator and also the drain cock at the lower left side of the cylinder block.

ANTI-FREEZING SOLUTIONS

In selecting an anti-freezing solution for winter operation the local conditions and the type of service should be considered. The following information is given to assist the car owner in selecting the anti-freezing solution best suited to meet his own individual driving conditions.

The available commercial materials which may be used for preparing anti-freezing solutions for automobile radiators are denatured alcohol, methanol, propanol, ethylene glycol, and distilled glycerine.

Kerosene or other oils, or solutions containing calcium chloride, magnesium chloride, sodium silicate or other inorganic salts, honey, glucose or sugar are not satisfactory for use in the cooling system.

Alcohol

Denatured alcohol and methanol are used extensively for anti-freezing solutions. The various types of alcohol anti-freeze afford protection against freezing and have the advantage of wide distribution and low first cost.

There are, however, two important disadvantages. Alcohol is lost, especially on warm days and on hard driving, and, unless the solution in the radiator is tested periodically and sufficient alcohol added to replace the loss, the engine or radiator, or both, are likely to be damaged by subsequent freezing. The car finish is softened and damaged by contact with alcohol solutions or vapors. Alcohol accidentally spilled on the finish should be flushed off immediately with a large quantity of cold water without wiping or rubbing.

The use of an overflow tank, connected to the overflow pipe of the radiator, serves to condense and trap vapor or liquid that would otherwise be lost. On cooling, the condensate or liquid is returned to the radiator. The surge or overflow tank is particu-

larly useful when alcohol anti-freeze is used, and especially in territories where the atmospheric temperature fluctuates over a wide range during the winter months.

Directions for Preparing Anti-Freezing Solutions from Denatured Alcohol 94% (188° Proof) and from "GM Anti-Freeze" (Methanol)

Freezing Point	Proportion of Denatured Alcohol and Water to make one gallon of Anti-Freezing Solution	Proportion of "GM Anti-Freeze" and Water to make one gallon of Anti-Freezing Solution
+10°F.	2½ pints denatured alcohol, 5½ pints water.	2 pints "GM Anti-Freeze," 6 pints water.
0°F.	3 pints denatured alcohol, 5 pints water.	2½ pints "GM Anti-Freeze," 5½ pints water.
-10°F.	3½ pints denatured alcohol, 4½ pints water.	3 pints "GM Anti-Freeze," 5 pints water.
-20°F.	4 pints denatured alcohol, 4 pints water.	3½ pints "GM Anti-Freeze," 4½ pints water.
-30°F.	5 pints denatured alcohol, 3 pints water.	4 pints "GM Anti-Freeze," 4 pints water.

Other alcohol anti-freezes should be diluted in accord with the instructions issued by the anti-freeze manufacturer.

Ethylene Glycol

Ethylene glycol is, in first cost, more expensive than alcohol. Ethylene glycol anti-freezing solutions have the distinct advantage of possessing a somewhat higher boiling point than alcohol anti-freezing solutions and, consequently, may be operated at a higher temperature, resulting in a more effective performance of the car heater.

Ethylene glycol has the further advantage that in a tight system only water is required to replace evaporation losses. However, any solution lost mechanically through leakage or foaming must be replaced by additional new solution. Under ordinary conditions ethylene glycol solutions are not injurious to the car finish.

"GM Ethylene Glycol" is especially treated and compounded for use in the cooling system. Other ethylene glycol preparations are available, but only those containing suitable corrosion inhibitors and compounded for use in automobile cooling systems should be used.

**Directions for Preparing Ethylene Glycol Anti-Freezing Solutions from
"GM Ethylene Glycol"**

Freezing Point	Proportion of "GM Ethylene Glycol" to make one gallon of Anti-Freezing Solution
+10° F.	2 pints "GM Ethylene Glycol," 6 pints water.
0° F.	2½ pints "GM Ethylene Glycol," 5½ pints water.
-10° F.	3 pints "GM Ethylene Glycol," 5 pints water.
-20° F.	3½ pints "GM Ethylene Glycol," 4½ pints water.
-30° F.	4 pints "GM Ethylene Glycol," 4 pints water.

Other ethylene glycol anti-freezes should be diluted in accord with the instructions issued by the anti-freeze manufacturer.

Glycerine

Radiator glycerine, which is chemically treated, in accord with the formula approved by the Glycerine Producers' Association, to avoid corrosion, is satisfactory for use in the cooling system.

Servicing the Cooling System

Before installing anti-freezing solution, the cooling system should be inspected and serviced for winter operation. The system should be thoroughly cleaned and all loose scale and iron rust removed.

Cylinder head gaskets should be tightened, or replaced if necessary, to avoid the possibility of anti-freezing solutions leaking into the engine or exhaust gas blowing into the cooling system. Anti-freeze, or water, mixed with engine oil may form sludge, which will interfere with lubrication and, in some cases, may form varnish-like deposits which will cause gumming and sticking of the moving parts.

It may be advisable to install new radiator and heater hose, especially when ethylene glycol or glycerine anti-freezing solutions are used. Ethylene glycol and glycerine have a tendency to shrink rubber, that previously has been swollen by the absorption of water, and leaks may develop.

The water pump seal must be leak tight, not only to avoid loss of liquid, but to prevent air from being drawn into the cool-

ing system. Aeration of the cooling liquid causes foaming and promotes oxidation which may result in serious corrosion.

After the anti-freezing solution has been installed, the entire system, including the hose connections, cylinder head gasket and pump, should be inspected regularly to insure that no leaks have developed.

The use of additional rust preventives, or inhibitors, is not recommended with "GM Anti-Freeze," "GM Ethylene Glycol," or with other anti-freeze preparations that have been chemically treated or compounded for use in automotive cooling systems.

Loss of Anti-Freezing Solutions

Anti-freeze, or water, or both may be lost from the cooling system through leaks, evaporation, boiling, foaming, or expansion. Loss through excessive evaporation or boiling may be caused by impaired circulation or through the use of a high temperature thermostat.

Loss by expansion is a result of overfilling. In the average cooling system, the anti-freezing solution expands approximately 2 pints on heating from 30 to 160° F., and a corresponding space should be left when adding liquid to the radiator.

A hydrometer test will indicate whether anti-freeze, or water, or both should be added to bring the solution to the proper level and to maintain the desired freezing point.

Testing

Some devices, used for testing anti-freezing solutions, will indicate the correct freezing point only when the test is made at a specific temperature. Other testers, provided with thermometers and tables, indicate the freezing points corresponding to readings made at various temperatures. Disregarding the temperature of the solution, when tested, may cause an error as large as 30° F.

Some testing devices are made to test only one kind of anti-freezing solution. Others have several scales and may be used for the corresponding kinds of anti-freeze.

The freezing point of a solution containing both alcohol and ethylene glycol cannot be determined accurately by means of a hydrometer.

ELECTRICAL SYSTEM

The electrical system used on Chevrolet trucks is called the double unit system with ground return, and consists of the

following units: generator, starting motor, distributor, ignition coil, wiring harness, storage battery, voltage and current regulator, ammeter, gasoline gauge, horn, ignition lock, lighting and foot control switches and lamps.

SPARK PLUGS

Your car is equipped with "AC" Spark Plugs having 10 millimeter threads. These plugs warm up faster after starting the engine but operate cooler at full throttle. This plug reduces the possibility of the formation of oxide deposits when gasolines are used to which lead has been added.

Because of the smaller size, care must be used when removing and installing plugs to prevent thread stripping or insulator breakage. Thumb and finger pressure on the handle of the spark plug wrench is sufficient for proper tightening.

In order to secure maximum life and performance in these plugs, it is recommended that they be thoroughly cleaned every 3000 to 4000 miles in order to remove oxide deposits which form on the porcelain.

The correct gap setting is .040".

FAN AND GENERATOR BELT ADJUSTMENT

The fan and generator belt is so designed that very little adjustment is required.

The belt should not be tight, only having sufficient tension to keep it from being thrown off the pulleys when the engine is run at a high speed.

All that is necessary to do when the belt needs adjustment is to loosen the clamp bolt and pull the generator outward and away from the engine, tightening clamp bolt securely.

TO REPLACE FAN AND GENERATOR BELT

Loosen the generator adjusting nut and move the generator toward the engine as far as it will go. Turn the fan belt edgewise and place it over the pulleys. Pull the generator outward and away from the engine until the proper fan belt tension is secured. There should be a small amount of slack in the fan belt at all times. Never run the engine with the fan belt too tight.

"SEALED BEAM" HEADLIGHTS

Chevrolet provides a new headlighting system known as "Sealed Beam" (Figure 13) in which the light source, the reflector, the lens and the gasket are all assembled in one securely sealed unit. When the filament burns out or the lens breaks, the entire unit is replaced, thereby assuring maximum lighting efficiency throughout the entire life of the car.

This lighting system represents the coordinated effort of the automobile and headlamp manufacturers. It conforms to the standards of the Society of Automotive Engineers and has the endorsement and approval of the American Association of Motor Vehicle Administrators, Automobile Manufacturers' Association and organizations interested in National Safety.

"Sealed Beam" headlamps provide two separate and distinct beams, giving considerably more light than has been produced in the past:

1. A country (upper) beam (Figure 14) is designed to illuminate the road evenly for considerable distance ahead of the car. This beam is for use on the open highway when no other vehicles are approaching.



Fig. 14—Country (Upper) Beam

2. A traffic (lower) beam (Figure 15) is also provided and is low enough on the left side to avoid glare in the eyes of the oncoming drivers. It is intended for use on heavily traveled

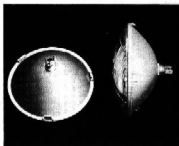


Fig. 13—Sealed Beam Headlamp

highways and should always be used when meeting other vehicles. This beam is designed so that it does not throw



Fig. 15—Traffic (Lower) Beam

any dazzling light into the eyes of the approaching driver under any condition of car loading. At the same time the distribution of light is such that the right side of the road is illuminated as far ahead as is practicable without causing glare on curves.

Chevrolet's "Sealed Beam" headlamps have been designed to insure the motorist of maximum safety and comfort for night driving, but to obtain this safety for himself and for others the motorist must be willing and anxious to use his headlighting equipment in the manner intended. Good drivers are always courteous.

The operation of the headlights is a simple one, allowing the motorist to use either the country (upper) or the traffic (lower) beam as traffic and road conditions demand by the use of a conveniently located foot switch. By pulling the light button on the instrument board to the second or last position, either the country (upper) or traffic (lower) headlamp beams are obtained alternately by operating the foot switch: (Figure 16.)

When the country (upper) beams are lighted a red pilot bulb in the instrument cluster will be illuminated, making it convenient for the driver to de-

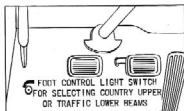


Fig. 16—Foot Control Switch

termine when this beam is in use. *Never pass an approaching car with the red light burning.* Always use the traffic (lower) beam when meeting.

By pulling the light button to the first position the parking lamps, license plate lights and tail light are lighted. The parking lamps consume a very small amount of current, thus minimizing the current consumed while the truck is parked.

Replacing Headlights

Two types of "Sealed Beam" headlamp units are available. One of these types is made entirely of hard glass and the other is a composite unit consisting of a metal reflector and a glass lens. Both are completely interchangeable from the standpoint of electrical connections, beam patterns and physical dimensions.

No dust or moisture can get inside the "Sealed Beam" headlamp unit because the reflector and lens are sealed together permanently. This feature eliminates cleaning except for wiping off the outside of the lens and provides proper focusing and maximum light efficiency during the life of the car. The reflector units in both the right and left-hand headlamps are identical and are so designed that they cannot be installed improperly, nor can the electrical connections be attached in any way but the right way. This feature makes replacement of a unit extremely simple, as follows:—



Fig. 17—Remove Headlamp Door Rim

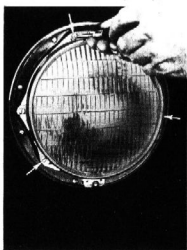


Fig. 18—Loosen Retaining Ring Screws

1. Remove headlamp door rim. (See Figure 17.)
2. Loosen but do not remove the three screws holding the retaining ring. (See Figure 18.) (Do not disturb the aiming screws at the top and on the left side of the unit.)

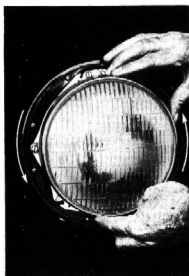


Fig. 19—Remove Retaining Ring



Fig. 20—Remove Reflector Plug

3. Remove retaining ring by rotating to the left, allowing the reflector unit to be removed. (See Figure 19.)
4. Remove the reflector plug from the reflector unit. (See Figure 20.)
5. Install a new unit by reversing above operations.

CARE OF BATTERY

When a new truck is purchased, the owner should consult with his Dealer regarding the battery registration, inspection and service plan.

The specific gravity of a fully charged battery is between 1.275 and 1.300. In taking the readings, care should be exercised to return the electrolyte from the hydrometer syringe to the same battery cell from which it was taken.

The battery is provided with non-overfill caps to permit the filling of the battery with water to a predetermined level. In warm weather it makes no difference when water is added but in freezing weather it should be added just before using the car. The reason is that water will remain on top of the solution until it is mixed with it, by action of the battery. If not mixed with the solution, it would freeze almost as quickly as outside of the battery. Water will be required more frequently in summer than in winter. It is a good plan to add water at least once a week in summer and every two weeks in winter. When long daylight runs are made, water must be added still more frequently. Keep all battery terminals clean and tight.

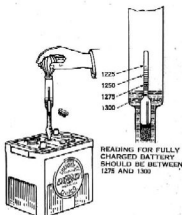


Fig. 21—Hydrometer

Electrolyte (sulphuric acid and water) attacks most all materials except rubber. Therefore, if this acid is accidentally spilled upon fabrics or seat cushions, ordinary household ammonia or common baking soda and water, if applied immediately, will counteract the effect.

A discharged battery will freeze at a little below the freezing point of water (32 degrees F.).

A fully charged battery will not freeze, even at temperatures as low as 30° below zero; therefore, keep the battery fully charged.

Your Chevrolet dealer will gladly check the condition of the battery for you on a no charge basis.

TIRES

Maintenance of correct tire inflation pressures is one of the most important elements in tire care. Below is listed the correct tire pressure for different types of tires that may be used on Chevrolet Commercial vehicles:

5.50—18—4-Ply.....	front 28 pounds, rear 32 pounds
6.00—16—4-Ply.....	front 28 pounds, rear 32 pounds
6.00—16—6-Ply.....	front 30 pounds, rear 40 pounds
6.00—18—6-Ply.....	front 30 pounds, rear 40 pounds
6.25—16—4-Ply.....	front 28 pounds, rear 32 pounds
6.25—16—6-Ply.....	front 30 pounds, rear 40 pounds

6.50—16—	4-Ply.....	front 28 pounds, rear 32 pounds
6.50—16—	6-Ply.....	front 30 pounds, rear 40 pounds
6.50—17—	6-Ply.....	front 30 pounds, rear 40 pounds
6.00—20—	6-Ply.....	front 40 pounds, rear 50 pounds
6.50—20—	6-Ply.....	front 40 pounds, rear 50 pounds
7.00—17—	6-Ply.....	front 40 pounds, rear 45 pounds
7.00—17—	8-Ply.....	front 40 pounds, rear 55 pounds
7.50—17—	8-Ply.....	front 40 pounds, rear 55 pounds
8.25—18—	10-Ply.....	rear 60 pounds
9.00—18—	10-Ply.....	rear 65 pounds
7.00—20—	8-Ply.....	front 40 pounds, rear 55 pounds
7.50—20—	8-Ply.....	front 40 pounds, rear 55 pounds
8.25—20—	10-Ply.....	front 40 pounds, rear 60 pounds

Double-Marked Extra-Ply Balloons

6.00—20 (30 x 5)—	8-Ply....	front 50 pounds, rear 70 pounds
6.50—20 (32 x 6)—	8-Ply....	front 50 pounds, rear 65 pounds
7.00—20 (32 x 6)—	10-Ply....	front 55 pounds, rear 70 pounds
7.50—20 (34 x 7)—	10-Ply....	front 55 pounds, rear 75 pounds

It is recommended that tires in ordinary use be checked for inflation pressure at least once a week.

INSTRUCTIONS ON HEAVY DUTY TRUCK RIMS

After applying the tire and tube in the usual manner to the wheel, the continuous side flange is placed in position for assembly. The two cutaway portions marked "A" opposite each other on the inner diameter of the flange are placed so as to span the rim gutter and the flange is forced into the gutter at point "C" as far as possible. (See Figure 22.)

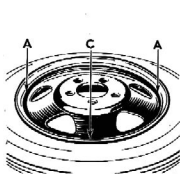


Fig. 22

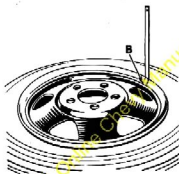


Fig. 23

This flange can be drawn into the gutter by tapping at point "B" (see Fig. 23) or by use of a tool as a lever which forces or draws flange outward and downward over the gutter diameter and into the groove of same.

It will be obvious that after reaching this stage that the final application is accomplished by striking the flange at



Fig. 24

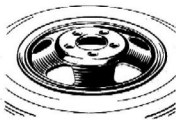


Fig. 25

the point where it still spans the gutter at the point of contact. This point of contact will gradually progress toward the cut-away portion farthest from the starting point "B."

Figure 24 shows the method of progressive application of the flange.

After the flange is assembled to rim (see Fig. 25), make certain that inside diameter of flange has passed completely over the outside diameter of the gutter into the groove of the gutter before inflating the tire. As air pressure is applied, it is noted that the flange centers itself by virtue of the slope in the gutter that provides this feature.

Removal of Flange

It is important that the tire be deflated sufficiently to permit the flange to be moved from its support on the gutter diameter. A tool is provided in the tool kit for use in the removal of this flange. The end of this tool is inserted in the slot provided in the flange at point "B" as in Fig. 23. As pressure is applied to force the flange away from the rim gutter, using the gutter as a fulcrum, it will be noted that the flange can be moved outward and pried over the gutter at the position of this slot until the cutaway portion nearest the tool slot spans the outside diameter of the rim gutter. Continue to pry the remainder of this half of the flange from the gutter by moving toward the opposite cut away portion until flange is in same position as in Fig. 23, where it is ready to be removed by the application of additional force at either of the cutaway portions.

GENERAL LUBRICATION

Your Chevrolet Dealer is equipped to render complete lubrication service. We recommend that you take advantage of his modern equipment, and trained men.

Lubricants are much cheaper than repair bills, and should be applied regularly if you are to secure a maximum of useful service from your truck. It is, consequently, important that the proper grade of lubricants be used in accord with a definite schedule.

ENGINE LUBRICATION

Proper selection of the oil to be used will add much to the performance, reliability, economy and long life of your engine.

It is imperative that the recommended light oils be used in the engine during the "breaking-in" period.

Light oils assure a better "breaking-in" of the engine, as they assure ease of starting the engine; prompt flow of a sufficient quantity of oil to the bearings; less friction between moving parts; less wear of moving parts, etc.

OIL GAUGE

When starting a cold engine, it will be noted that the oil gauge on the instrument panel will register a high oil pressure. As the engine warms up, the pressure will drop until it reaches a point where changes to higher speeds will raise the pressure very little, if at all.

If the oil pressure registers abnormally high after the engine is thoroughly warmed up, an inspection should be made to ascertain if the oil lines and passages are "plugged" up.

LUBRICATION—FIRST 500 MILES

The crankcase of your engine, as delivered to you, is filled with 10-W oil.

Use this oil during the first 500 miles.

At the end of the first 500 miles, drain the crankcase—when hot—and refill to the proper level.

LUBRICATION—AFTER 500 MILES

After the first 500 miles the crankcase oil should be selected to give the best performance under your individual climatic and driving conditions.

FALL—WINTER—SPRING

During the colder months of the year, an oil which will permit easy starting at the lowest atmospheric temperature likely to be encountered should be used.

When the crankcase is drained and refilled, the crankcase oil should be selected not on the basis of the existing temperature at the time of the change, but on the lowest temperature anticipated for the period during which the oil is to be used.

Unless the crankcase oil is selected on the basis of viscosity or fluidity at the anticipated temperature, difficulty in starting will be experienced at each sudden drop in temperature.

The viscosity grade of crankcase oil will, therefore, depend upon the climatic conditions under which your car is operated. The grades best suited for use in your engine at the various temperatures are shown in the following tables:

If you anticipate that the lowest atmospheric temperature will be:	Use the grade indicated:
Not lower than 32° F.	20-W or S.A.E. 20
As low as plus 10° F.	20-W
As low as minus 10° F.	10-W
Below minus 10° F.	10-W plus 10% Kerosene

10-W oil plus 10% kerosene is recommended only for those territories where the temperature falls below 10 degrees below Zero for protracted periods.

Figure 26 shows the data in the above table as it would appear on a thermometer—the lowest temperature at which the indicated grades of oil will permit easy starting.

(NOTE: When in doubt use the lighter grade of oil.)

We recommend the use of 20-W rather than SAE 20 if you anticipate temperatures to drop to freezing.

SUMMER

The use of 20-W or SAE 20 oils during the summer months will permit better all around performance than will the

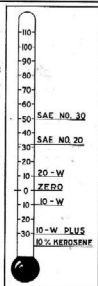


Fig. 26—Thermometer

heavier body oils, with no appreciable increase in oil consumption.

If SAE 20 or 20-W oil is not available, SAE 30 oil may be used if it is expected that the average prevailing daylight temperature will consistently be above 90° F.

MAINTAINING OIL LEVEL

The Oil Gauge Rod (Fig. 27) is marked "Full" or "Add Oil." These notations have broad arrows pointing to the level lines.

The oil level should be maintained between the two lines; neither going above the "Full" line nor under the "Add Oil" line.

Check the oil level frequently and add oil when necessary. Always be sure the crankcase is full before starting on a long drive.



Fig. 27—Oil Gauge Rod in Pan

WHEN TO CHANGE CRANKCASE OIL

Some oils have been greatly improved, driving conditions have changed, and improvements in engines, such as the crankcase ventilating system, have greatly lengthened the life of good lubricating oils. However, to insure continuation of best performance, low maintenance cost and long engine life, it is necessary to change the crankcase oil whenever it becomes contaminated with harmful foreign materials. Under normal driving conditions draining the crankcase and replacing with fresh oil every 2000 to 3000 miles is recommended. Under the adverse driving conditions described in the following paragraphs, it may become necessary to drain the crankcase oil more frequently.

Driving over dusty roads or through dust storms introduces abrasive material into the engine. Carburetor Air Cleaners decrease the amount of dust that may enter the crankcase. The frequency of draining depends upon severity of dust conditions and no definite draining periods can be recommended.

Short runs in cold weather, such as city driving, do not permit thorough warming up of the engine and water may accumulate in the crankcase from condensation of moisture produced by the burning of the fuel. Water, in the crankcase, may freeze and interfere with proper oil circulation. It also promotes rusting and may cause clogging of oil screens and passages. Under normal driving conditions this water is removed by the crankcase ventilator. But if water accumulates it should be removed by draining the crankcase as frequently as may be required.

It is always advisable to let the engine reach normal operating temperature before draining the crankcase. The benefit of draining is, to a large extent, lost if the crankcase is drained when the engine is cold as some of the suspended foreign material will cling to the sides of the oil pan and will not drain out readily with the slower moving oil.

CRANKCASE DILUTION

Probably the most serious phase of engine oil deterioration is that of crankcase dilution, which is the thinning of the oil by fuel vapors leaking by the pistons and rings and mixing with the oil.

Leakage of fuel, or fuel vapors, into the oil pan mostly occurs during the "warming-up" period, when the fuel is not thoroughly vaporized and burned.

AUTOMATIC CONTROL DEVICES TO MINIMIZE CRANKCASE DILUTION

Your Chevrolet engine is equipped with automatic devices which aid greatly in minimizing the danger of crankcase dilution.

Rapid warming up of the engine is aided by the thermostatic water temperature control, which automatically prevents circulation of the water in the cooling system until it reaches a predetermined temperature.

Thermostatic heat control on the exhaust manifold, during the warming-up period, automatically directs the hot exhaust gases against the center of the intake manifold, greatly aiding the proper vaporization of the fuel.

The down-draft carburetor is an aid to easy starting, thereby minimizing the use of the choke. Sparing use of the choke reduces danger of raw, or vaporized, fuel entering the combustion chamber and leaking into the oil reservoir.

An efficient crankcase ventilating system drives off fuel vapors and aids in the evaporation of the raw fuel and water which may find its way into the oil reservoir.

CONTROL BY TRUCK OWNER UNDER ABNORMAL CONDITIONS

Ordinarily the above automatic control devices will minimize, or eliminate, the danger of crankcase dilution.

However, there are abnormal conditions of service when the truck owner must aid in the control of crankcase dilution.

Short runs in cold weather, such as city driving, do not permit the thorough warming up of the engine nor the efficient operation of automatic control devices. It is recommended that the oil be changed more often when the truck is subject to this type of operation.

Poor mechanical condition of the engine, such as scored cylinders, poor ring fit, "sloppy" or loose pistons, faulty valves, poor ignition will increase crankcase dilution. Keep your truck in good mechanical condition.

Poor fuels which contain portions hard to ignite and slow to burn will increase crankcase dilution. Use good fuel.

WATER IN CRANKCASE

Serious lubrication troubles may result in cold weather by an accumulation of water in the oil pan. This condition is as a rule little understood by the truck owner. To demonstrate the chief cause of water in the oil pan, hold a piece of cold metal near the end of the exhaust pipe of the engine and note the rapid condensation and collection of drops of water on it. The exhaust gases are charged with water vapor and the moment these gases strike a cold surface, they will condense, forming drops of water.

A slight amount of these gases pass the pistons and rings, even under the most favorable conditions, and cause the forma-

tion of water in the oil pan, in a greater or less degree, until the engine becomes warm. When the engine becomes thoroughly warm, the crankcase will no longer act as a condenser and all of these gases will pass out through the crankcase ventilator system.

Short runs in cold weather, such as city driving, will aggravate this condition.

CORROSION

Practically all present-day engine fuel contains a small amount of sulphur which, in the state in which it is found, is harmless; but this sulphur on burning, forms certain gases, a small portion of which is likely to leak past the pistons and rings and reacting with water, when present in the crankcase, form very corrosive acids. The more sulphur in the fuel, the greater the danger from this type of corrosion. This is a condition which we cannot wholly avoid, but it may be reduced to a minimum by proper care of the engine.

As long as the gases and the internal walls of the crankcase are hot enough to keep water vapor from condensing, no harm will result; but when an engine is run in low temperatures, moisture will collect and unite with the gases formed by combustion; thus, acid will be formed and is likely to cause serious etching or pitting. This etching, pitting or corrosion, when using fuel containing considerable sulphur, manifests itself in excessively rapid wear on piston pins, camshaft bearings and other moving parts of the engine, oftentimes causing the owner to blame the truck manufacturer or the lubricating oil when in reality the trouble may be traced back to the character of fuel used, or a condition of the engine, such as excessive blow-bys or improper carburetor adjustment.

S.A.E. VISCOSITY NUMBERS

The viscosity of a lubricant is simply a measure of its body or fluidity. The oils with the lower SAE numbers are lighter and flow more readily than do the oils with the higher numbers.

The SAE viscosity numbers constitute a classification of lubricants in terms of viscosity or fluidity, but with no reference to any other characteristics or properties.

The refiner or marketer supplying the oil is responsible for the quality of its product. His reputation is your best indication of quality.

The SAE viscosity numbers have been adopted by practically all oil companies, and no difficulty should be experienced in obtaining the proper grade of lubricant to meet seasonal requirements.

CRANKCASE OIL CLASSIFICATIONS

Viscosity Number	Seconds Viscosity (Sayboldt Universal)			
	0° F.		130° F.	
	Min.	Max.	Min.	Max.
10-W (*)	5,000	10,000	...	...
20-W (**)	10,000	40,000	...	...
S.A.E. 20	.....	.....	120	185
S.A.E. 30	.....	.....	185	255

*Sub-zero pour test.

**Zero pour test.

WATER PUMP

The permanently sealed ball bearing water pump does not require lubrication by the truck owner.

CARBURETOR ACCELERATING PUMP (Except Cab-Over-Engine and Dubl-Duti)

Every 5,000 miles remove the screw attaching the dust cover and saturate the felt ring on the carburetor pump lever shaft with light oil, or engine oil.

STARTING MOTOR

Every 1,000 miles put a few drops of light oil, or engine oil, in the oil cup.

GENERATOR

Every 1,000 miles put a few drops of a light oil, or engine oil, in the 2 oil cups.

DISTRIBUTOR

The distributor is equipped with a lubricant cup. Fill this cup with chassis lubricant, or equivalent soft, smooth lubricant and turn down every 1,000 miles.

REAR AXLE AND TRANSMISSION

The lubrication requirements of Passenger Car Hypoid Axles differ somewhat from Heavy-Duty Hypoid or Spiral bevel truck axles. The Passenger Car operates under the most severe lubrication conditions at high speed while the truck operates under the most severe lubrication conditions at low speed in low gear under heavy load.

The rear axle and transmission of your truck is filled, as you receive it, with the "Year-a round" lubricant indicated below:

$\frac{1}{2}$ Ton—Hypoid Rear Axle—
S.A.E. 90 Passenger Car Duty Hypoid Lubricant

$\frac{3}{4}$ Ton—I hypoid Rear Axle—
S.A.E. 90 Passenger Car Duty I hypoid Lubricant

$1\frac{1}{2}$ Ton—Hypoid Rear Axle—
S.A.E. 90 Truck Duty Hypoid Lubricant

2-Speed Rear Axles—Spiral Bevel Rear Axle—
S.A.E. 90 Mineral Oil Lubricant

All Models—Transmission—
S.A.E. 90 Transmission or Mineral Oil Lubricant

RECOMMENDED LUBRICANTS

$\frac{1}{2}$ and $\frac{3}{4}$ Ton—Rear Axle—
S.A.E. 90 Passenger Car Duty I hypoid Lubricants
S.A.E. 90 "All Purpose" or "Universal" Gear Lubricants*

$1\frac{1}{2}$ Ton—Rear Axle—
S.A.E. 90 Truck Duty Hypoid Lubricants
S.A.E. 90 "All Purpose" or "Universal" Gear Lubricants*

(**Caution:** Passenger Car Duty I hypoid Lubricants of the "Lead Soap-Active Sulphur" types must not be used in the $1\frac{1}{2}$ Ton Truck Hypoid Rear Axles.)

2-Speed—Rear Axle—
S.A.E. 90 Mineral Oil Lubricants
S.A.E. 90 "All Purpose" or "Universal" Gear Lubricants*

(**Caution:** Mineral Oil Lubricants must not be used in Hypoid Rear Axles.)

Transmission—All Models—

S.A.E. 90 Transmission or Mineral Oil Lubricants

S.A.E. 90 Truck Duty Hypoid Lubricants

S.A.E. 90 "All Purpose" or "Universal" Gear Lubricants*

The S.A.E. 90 Grades of lubricants are recommended for "Year-around" service.

However, when extremely low temperatures are encountered for protracted periods during the winter months, the S.A.E. 80 grades may be used.

During the summer months, or when the atmospheric temperatures are very high and the truck is excessively overloaded or subject to other severe service conditions, a heavier grade of lubricant, such as S.A.E. 140 may be used.

"All Purpose" or "Universal" Gear Lubricants

Due to the increase in the number of car and truck manufacturers using Hypoid Rear Axles, "All Purpose" or "Universal" Gear Lubricants have been developed.

These lubricants can be satisfactorily used in passenger car and truck rear axles, transmissions, steering gears, and universal joints requiring a fluid lubricant.

"All purpose" or "Universal" Gear Lubricants must be manufactured under carefully controlled conditions and the lubricant manufacturer must be responsible for the satisfactory performance of his product. His reputation is your best indication of quality.

Lubricant Additions

The lubricant level in the housing should be checked periodically.

It is recommended that any additions required to bring up the lubricant level be made, using the same type of lubricant as in the housing.

Lubricant Changes

While seasonal changes of the lubricant are not required, it is recommended that you have the housing drained and refilled with the recommended lubricant at least twice a year, or every 6,000 to 10,000 miles.

It may be necessary and desirable to drain rear axles and transmissions in trucks subject to severe service more frequently than recommended above.

(Caution: Use a light flushing oil to flush out the housings when draining. *Do not* use water, steam, kerosene, gasoline, alcohol, etc.)

NOTE: On two-speed axles, a pressure fitting is provided at the front and rear of the shifter cable assembly. Lubricate with chassis lubricant.

UNIVERSAL JOINT

1/2 Ton (115" Wheelbase) Models

The universal joint is the needle bearing type and receives its lubrication from the transmission. Additional lubrication at this point is unnecessary. The battery ground strap bolt hole in the housing is used to fill the universal joint at the time of assembly.

NOTE: The pipe plug in the top of the front universal joint housing on the 4-speed transmission (optional equipment) is for manufacturing purposes and is used to fill the front universal joint at the time of assembly.

UNIVERSAL JOINT

3/4 Ton (128 1/4" Wheelbase) Models

The front universal joint, immediately to the rear of the transmission is the trunnion bearing type and receives its lubrication from the transmission. Additional lubrication at this point is unnecessary. The battery ground strap bolt hole in the housing is used to fill the front universal joint at the time of assembly.

NOTE: The pipe plug in the top of the front universal joint housing on the 4-speed transmissions (optional equipment) is for manufacturing purposes and is used to fill the front universal joint at the time of assembly.

The intermediate and rear universal joints are the needle bearing type equipped with lubrication fittings, and should be lubricated with the same type of lubricant used in the transmission.

(Caution: Under no consideration should any of the soap type of lubricants—such as chassis lubricant, fibrous universal joint lubricants, etc.—be used.)

The propeller shaft slip joint, located to the rear of the intermediate universal joint is also equipped with a lubrication fitting and should be lubricated with chassis lubricant.

UNIVERSAL JOINT

3/4 Ton Truck 134 1/2", Heavy Duty Trucks 134 1/2" and 160", and 132 1/2" and 158" Wheelbase Cab-Over-Engine Trucks

The front, intermediate and rear universal joints are the needle bearing type equipped with lubrication fittings and should be lubricated with the same type of lubricant used in the transmission.

(Caution: Under no consideration should any of the soap type of lubricants—such as chassis lubricant, fibrous universal joint lubricants, etc.—be used.)

The propeller shaft slip joint, located to the rear of the intermediate universal joint, is also equipped with a lubrication fitting and should be lubricated with chassis lubricant.

UNIVERSAL JOINT

109" Wheelbase Cab-Over-Engine Trucks

The front and rear universal joints are the needle bearing type equipped with lubrication fittings and should be lubricated with the same type of lubricant used in the transmission.

(Caution: Under no consideration should any of the soap type of lubricants—such as chassis lubricants, fibrous universal joint lubricants, etc.—be used.)

The propeller shaft slip joint, located to the rear of the front universal joint is also equipped with a lubrication fitting and should be lubricated with chassis lubricant.

UNIVERSAL JOINT

195" Wheelbase School Bus

The front, front intermediate, rear intermediate and rear universal joints are the needle bearing type equipped with lubrication fittings, and should be lubricated with the same type of lubricant used in the transmission.

(Caution: Under no consideration should any of the soap type of lubricants—such as chassis lubricants, fibrous universal joint lubricants, etc.—be used.)

The propeller shaft slip joint, located to the rear of the rear intermediate universal joint, is also equipped with a lubrication fitting and should be lubricated with chassis lubricant.

FRONT WHEEL BEARINGS

All Models Except Cab-Over-Engine

Front wheels are equipped with ball bearings and should be packed with a high melting point front wheel bearing lubricant.

Cab-Over-Engine Models

Front wheels are equipped with "Barrel" type roller bearings and should be packed with a soft, smooth lubricant. Fibrous or viscous types of lubricants must not be used.

It is necessary to remove the front wheels to lubricate the bearings. The bearings should be thoroughly cleaned before repacking with lubricant. Do not pack the hub between the inner and outer bearing assemblies, or the hub cap, as this excessive lubrication results in the lubricant working out into the brake drum and linings.

In mounting the front wheels, great care must be taken to properly adjust the bearings; an operation that requires mechanical skill, as follows:

1. Using an 8" wrench (never larger) and applying a steady force with one hand, pull up the adjusting nut as tightly as possible. At the same time rotate the wheel to be sure that all parts are correctly seated.
2. Back off the adjusting nut one-half castellation or one-twelfth turn.
3. If the slot in the nut and the cotter pin hole line up, insert the cotter pin. If not, back the nut off until the slot and the hole are in line and then insert the cotter pin.

With the bearing inner cup an easy-push fit on the spindle and the nut a free-running fit on the spindle threads, this will give an adjustment toward the tight side, which will allow for settling and working-in of the parts in service.

Front wheel bearings should never be set up on the loose side, as such an adjustment does not bring the balls and races into proper contact.

It is well to note that the slight friction of a new snugly fitting felt retainer assembly will temporarily produce a slight drag on the wheel, but this is easily recognized and need not be confused with adjustment of the bearing. Spin the wheel, making sure that all parts are in correct position, then clinch cotter pin securely.

REAR WHEEL BEARINGS

The rear wheel bearings receive their lubrication from the rear axle.

SPRING SHACKLES

The spring shackles and saddles are equipped with pressure gun lubrication fittings, and should be lubricated with lubricant recommended under "Chassis Lubricant."

SHOCK ABSORBERS

The shock absorbers should be kept filled with a low viscosity (light body) shock absorber fluid that has a pour test not higher than 30° below zero.

The same fluid is used both summer and winter and will have similar operating characteristics the year around.

The shock insulation fluid recommended should have a viscosity of from 70 to 80 seconds at 100° F. (Sayboldt Universal) and should not exceed 975 to 1,000 seconds at 20° F. This type of fluid is carried by all Chevrolet Dealers.

Do not, under any circumstances, use a shock insulation fluid heavier in viscosity, or body, than that recommended above. Heavy body fluids are detrimental to the proper functioning of the unit.

CHASSIS LUBRICATION

For chassis lubrication, consult the lubrication chart, which shows the points to be lubricated and how often the lubricant should be applied.

The term "Chassis Lubricant" as used in this manual, describes a semi-fluid lubricant designed for application by commercial pressure gun equipment. It is composed of mineral oil (usually 300 to 500 second Saybolt Universal viscosity at 100° F.) combined with approximately 8% soap, or soaps, which are insoluble in water.

HYDRAULIC BRAKE FLUID

Your Chevrolet Dealer has the proper hydraulic brake fluid for the brake system of your truck.

STEERING GEAR LUBRICATION

The steering gear is filled at the factory with an all-season gear lubricant. Seasonal change of this lubricant is unnecessary and the housing should not be drained. Whenever required, additions should be made using steering gear lubricants marketed by many oil companies, "All Purpose" or "Universal" gear lubricants or chassis lubricants.

The pipe plug is installed at this point to prevent over-lubrication, generally occasioned by the use of a pressure gun.

Over-lubrication of this unit might result in forcing lubricant up the steering gear tube to the horn button and steering wheel.

CAB-OVER-ENGINE MODELS

Cab-Over-Engine Trucks are provided with removable right floor pan for easy access to the engine compartment.

To lubricate the steering gear and generator front and rear bearings, stand-pipes are provided which are readily accessible after raising the upper half of the front cowling.

½ TON TRUCK LUBRICATION

1. Front Spring Shackle (2 each side).....1000 mile
2. Generator (2 oil cups).....1000 mile
3. King Pin (2 each side).....1000 mile
4. Front Wheel Bearings (see page 41).....10,000 mile
5. Carburetor Accelerating Pump Shaft.....5000 mile
6. Tie Rod (1 each side).....1000 mile
7. Steering Connecting Rod (1 each end).....1000 mile
8. Front Spring Bolt (1 each side).....1000 mile
9. Distributor (1 cup).....1000 mile
10. Steering Gear (see page 43).....1000 mile
11. Starting Motor (1 oil cup).....1000 mile
12. Air Cleaner (see page 16).....2000 mile
13. Throttle Bell Crank.....1000 mile
14. Transmission (see page 38).....
15. Rear Spring Bolt (1 each side).....1000 mile
16. Rear Spring Saddle (1 each side).....1000 mile
17. Rear Axle (see page 38).....
18. Rear Spring Shackle (2 each side).....1000 mile

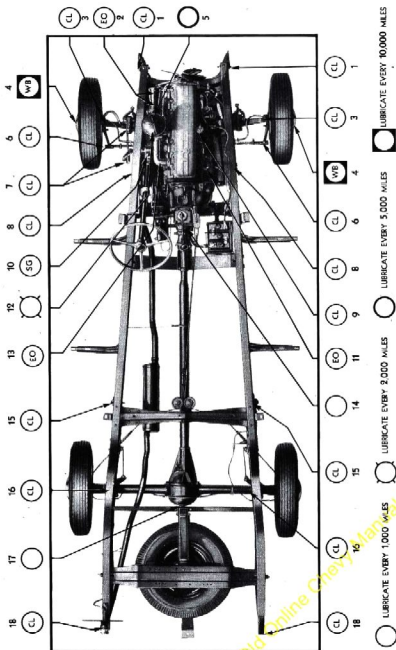


Fig. 28—1/4 Ton Truck

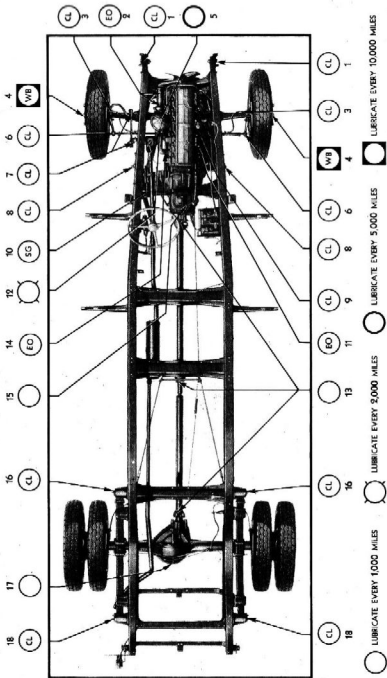


Fig. 29—1 1/4 Ton Truck

1½ TON TRUCK LUBRICATION

1. Front Spring Shackle (2 each side) 1000 mile
2. Generator (2 oil cups) 1000 mile
3. King Pin (2 each side) 1000 mile
4. Front Wheel Bearing (see page 41) 10,000 mile
5. Carburetor Accelerating Pump Shaft 5000 mile
6. Tie Rod (1 each side) 1000 mile
7. Steering Connecting Rod (1 each end) 1000 mile
8. Front Spring Bolt (1 each side) 1000 mile
9. Distributor (1 cup) 1000 mile
10. Steering Gear (see page 43) 1000 mile
11. Starting Motor (1 oil cup) 1000 mile
12. Air Cleaner (see page 16) 2000 mile
13. Universal Joints (1 each) 1000 mile
14. Throttle Bell Crank 1000 mile
15. Transmission (see page 38)
16. Rear Spring Bolt (1 each side) 1000 mile
17. Rear Axle (see page 38)
18. Rear Spring Shackle (2 each side) 1000 mile

NOTE: C. O. E. Front Wheels—

Pack with soft smooth lubricant. Fibrous or viscous types of lubricant must not be used.

Two-Speed Axle Gearshift Cable has 1 pressure fitting on each end. Use Chassis lubricant every 1000 miles.

Propeller Shaft Slip Joint has 1 pressure fitting. Use Chassis lubricant every 1000 miles.

SAFETY BUILT IN YOUR TRUCK

Your Chevrolet has been designed and built to give you many thousands of miles of service.

The body is of all steel construction, well insulated against heat and sound. The interior appointments have been made to assure comfort and safety. The adjustable front seat, safety glass and recessed control knobs on the instrument panel are samples of this safety in design.

The headlights are controlled by the left foot when changing from the upper to the lower beam, which leaves the right foot and both hands free to control the truck. Always use the low beam when approaching and passing another vehicle.

The hydraulic brakes are the safest and most dependable system of brakes ever used, exerting equal brake pressure on all four wheels.

The hand brake lever is easily reached.

HIGHWAY SAFETY

One of the most important aspects of motoring these days is motoring safety. Safety campaigns are constantly being held in the major cities. Many states now have compulsory inspection laws. Various commissions have been appointed to study the problem and make further recommendations to legislative bodies.

The primary responsibility for traffic safety lies with the motor car driver.

The most competent driver always keeps in mind the other fellow. Always signal the other driver to let him know when you are going to stop, make a turn, or pull away from the curb. Observing proper signals will do away with one of the most dangerous traffic hazards—the sudden, unexpected move.

The State Highway Departments, Automobile Clubs, and car manufacturers work together in designating highways through various types of road markers to make driving safer.

You, the driver, should always obey these markers. Extra care should be used at night—particularly when driving over strange roads. Be constantly alert and drive courteously.

DOWNHILL

When driving down a steep grade, it is advisable to shift into second gear and sometimes into first gear. This will allow the motor to act as a brake on the truck and will not only assist

materially in keeping the truck under control, but also reduce the wear on brake shoe facings and brake drums.

UPHILL—

When driving up a steep grade, it is advisable to shift into second gear. This will avoid placing undue strain on the motor and clutch and is also more economical on the gasoline.

Overtaking or passing a car on a hill or curve is dangerous as you cannot see another car approaching.

STARTING ON A HILL—

When it is necessary to start your truck on a hill, you will find it much easier if, before starting, you set the hand brake lever to keep the truck from rolling backward. Put the shifting lever in first speed, gradually release the clutch, press down the accelerator, and when the truck starts to move forward, or the engine starts to labor, slowly release the hand brake lever.

CURVES—

When approaching a curve, do not cross over the center of the road to pass a car ahead of you. In taking a curve, slow down to a safe speed and make the turn into the curve at the extreme right side.

ICE—

When starting on ice, it is safer to have the shifting lever in either second or high gear to reduce the tendency of the rear wheels to spin. In starting in deep snow, always use first speed and accelerate the engine slowly.

SAND AND GRAVEL—

When approaching a sandy or gravel road, always use caution until you know the condition of the road. Driving into loose sand or gravel at a fast speed is dangerous due to the sudden shifting of the gravel which may cause you to lose control of the steering.

We suggest that whenever and wherever you drive, you do so with the truck completely under control, at all times, and practice the three "Cs" of safety—

CARE

COURTESY

COMMON SENSE

GENERAL INFORMATION

MANUFACTURER'S WARRANTY

It is expressly agreed that there are no warranties, expressed or implied, made by either the Dealer or the Manufacturer on Chevrolet motor vehicles, chassis or parts furnished hereunder, except the Manufacturer's warranty against defective materials or workmanship as follows:

"The Manufacturer warrants each new motor vehicle, including all equipment or accessories (except tires) supplied by the Manufacturer, chassis or part manufactured by it to be free from defects in material and workmanship under normal use and service, its obligation under this warranty being limited to making good at its factory any part or parts thereof which shall, within ninety (90) days after delivery of such vehicle to the original purchaser or before such vehicle has been driven 4,000 miles, whichever event shall first occur, be returned to it with transportation charges prepaid and which its examination shall disclose to its satisfaction to have been thus defective; this warranty being expressly in lieu of all other warranties, expressed or implied, and all other obligations or liabilities on its part, and it neither assumes nor authorizes any other person to assume for it any other liability in connection with the sale of its vehicles.

"This warranty shall not apply to any vehicle which shall have been repaired or altered outside of an authorized Chevrolet Service Station in any way so as in the judgment of the Manufacturer to affect its stability and reliability, nor which has been subject to misuse, negligence or accident."

* * * *

The Manufacturer has reserved the right to make changes in design or add any improvements on motor vehicles and chassis at any time without incurring any obligation to install same on motor vehicles and chassis previously purchased.

POLICY

The Dealer also agrees to promptly perform and fulfill all terms and conditions of the Owner Service Policy.

REPAIR PARTS

Genuine Chevrolet parts, manufactured to the same rigid specifications as the parts used in the original assembly of the truck, are stocked by Authorized Chevrolet Service Stations.

Use only Genuine Chevrolet parts for replacement purposes because they are better and cheaper. They are sold at uniform prices throughout the United States. Printed price lists published by Chevrolet are open to the inspection of owners at any Authorized Chevrolet Dealer's establishment.

SERVICE CHARGES

Charges prevailing at Authorized Chevrolet Service Stations are based on Flat Rate schedules furnished by the Chevrolet Motor Division. These Flat Rates are based on the use of methods and tools approved by the Chevrolet Motor Division, assuring the highest quality of work at the lowest possible price consistent with this quality.

Protect your investment by having your replacement repair and maintenance work done by an Authorized Chevrolet Service Station, who has all the necessary tools and the factory-trained men.

DATA

Truck Serial Number:

Stamped on plate located on right side of cowl under hood.

C.O.E. models have plate located in the center of the dash in the driver's compartment.

Engine Number:

Stamped on boss on right side of cylinder block, to the rear of the ignition distributor.

Engine—Regular:	Light Delivery	¾-Ton	Heavy Duty
Number of Cylinders	6	6	6
Bore.....	3½"	3½"	3½"
Stroke.....	3¾"	3¾"	3¾"
Horsepower (AMA)	29.4	29.4	29.4
Piston Displacement	216.5 Cu. In.	216.5 Cu. In.	216.5 Cu. In.

Engine—Loadmaster:

Number of Cylinders.....	6
Bore.....	3⅞"
Stroke.....	3⅞"
Horsepower (AMA).....	30.4
Piston Displacement.....	235.5 Cu. In.

Wheelbase.....	115"	125 $\frac{1}{4}$ ", 134 $\frac{1}{2}$ "	134 $\frac{1}{2}$ ", 160"
(School Bus).....			160", 195"
(Cab-Over-Engine)...		109", 132 $\frac{1}{2}$ ", 158"	

Engine Adjustments:

Initial Ignition Setting:

Distributor points should break when steel ball on fly-wheel is opposite pointer on flywheel housing.

Octane Selector:

The octane selector should be set for the grade of fuel being used to produce a slight "ping" at acceleration.

Breaker Point Gap.....	.018"	.018"	.018"
Spark Plug Gap.....	.040"	.040"	.040"
Carburetor Idle Adjust- ment.....		1 to 2 Turns Open	

Carburetor Idle

Adjustment (Cab- Over-Engine)....	$\frac{1}{2}$ to 1 $\frac{1}{2}$ Turns Open
--------------------------------------	---

Intake Valve Clearance..	.006"-.008" Hot
--------------------------	-----------------

Exhaust Valve Clearance.....	.013"-.015" Hot
---------------------------------	-----------------

Unit Capacities:

Engine Oil.....	5 qts.	5 qts.	5 qts.
Transmission:			
3 Speed.....	1 $\frac{1}{2}$ pts.	1 $\frac{1}{2}$ pts.	
4 Speed.....	5 $\frac{1}{2}$ pts.	5 $\frac{1}{2}$ pts.	5 $\frac{1}{2}$ pts.
Rear Axle.....	4 $\frac{1}{2}$ pts.	4 $\frac{1}{2}$ pts.	11 pts.
(2-Speed).....			14 pts.
Gasoline Tank (Cab Bodies 18 gal.).....	16 gals.	18 gals.	18 gals.
(School Bus).....			20 gals.
Cooling System			
(2 drain cocks).....	14 qts.	14 qts.	14 qts.
(Cab-Over-Engine)...			16 $\frac{1}{2}$ qts.
Cooling System Heavy Duty Core.....	16 qts.	16 qts.	16 qts.

NOTE: Above figures are for Refill.

Rear Axle Gear Ratio.....	4.11 to 1	4.55 to 1	5.43 to 1
		(Opt.)	6.17 to 1
(Cab-Over-Engine).....			6.17 to 1
(School Bus).....			6.17 to 1
(Two Speed—Low).....			8.22 to 1
(High).....			5.64 to 1

LOAD CAPACITY CHART

GROSS ALLOWABLE WEIGHTS FOR 1942 CHEVROLET TRUCKS AND SCHOOL BUS CHASSIS

MODEL	Nominal Rating	Gross Weight	MINIMUM TIRE EQUIPMENT		REQUIRED EQUIPMENT		
			Front	Rear	Rear Springs	Governed Speed	Rear Axle
LIGHT DELIVERY DUBL-DUTI PANEL ¾ TON ¾ TON SPECIAL ONE TON	½ ton	4400	6.00-16—4-ply	6.00-16—4-ply single	8 leaf	—	4.11
		* 4600	6.00-16—6-ply	6.00-16—6-ply single	8 leaf	—	
	¾ ton	* 5000	6.00-16—6-ply	6.00-16—6-ply single	9 leaf	30 M.P.H.	4.55
		5200	15"—6-ply	15"—6-ply single	7 leaf	—	
HEAVY DUTY CONVENTIONAL AND CAB-OVER-ENGINE	1 ton	* 5800	7.00-17—6-ply	7.00-17—6-ply single	Light 8 leaf	—	—
		6700	6.00-20—6-ply	6.00-20—6-ply single		—	
	1½ ton	7700	6.00-20—6-ply	7.00-20—8-ply single	Heavy 10 leaf	—	5.43
		8000	6.00-20—6-ply	7.50-20—8-ply single		—	
		9500	6.00-20—6-ply	6.00-20—6-ply dual		—	
		* 11500	6.50-20—6-ply	7.50-20—8-ply dual		—	
160" WB SCHOOL BUS CHASSIS	30 pupils	* 13500	6.50-20—6-ply	7.50-20—8-ply dual	Heavy 10 leaf and auxiliary	—	6.17
	36 pupils	10200	6.50-20—6-ply	7.50-20—8-ply dual		45 M.P.H.	
	42 pupils	11700	6.50-20—6-ply	6.50-20—6-ply dual	2-stage heavy 11 leaf progressive	35 M.P.H.	
	48 pupils	13500	7.00-20—8-ply	7.00-20—8-ply dual		—	
2-SPEED AXLE HEAVY DUTY CONVENTIONAL & C.O.E.	1½ ton	* 14000	7.50-20—8-ply	7.50-20—8-ply dual	Heavy 10 leaf and auxiliary	—	2-Speed 5.64 and 8.22
		10000	6.50-20—6-ply	7.00-20—8-ply dual		—	
		* 12000	7.00-20—8-ply	7.50-20—8-ply dual		—	
		* 14000	7.00-20—8-ply	8.25-20—10-ply dual		45 M.P.H.	

*A plate is supplied with each vehicle which shows maximum gross rating. This gross is reduced per above table when lighter equipment is used.

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OPERATING RECORD

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LUBRICATION RECORD

[illegible]

**VALVE-
IN-HEAD**
means
**AHEAD
IN VALUE**

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